

# Development Management

## Central Bedfordshire Council

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Intan Keen  
North Herts Council

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**Your Ref**  
**Date** 18 June 2026

Dear Intan Keen,

**Application No:** CB/26/01710/OAC  
**Location:** Open Land West of A505 and Land West of North Road, Baldock  
**Proposal:** Other Authority Consultation

In our previous letter dated 9 March, I set out Central Bedfordshire Council's concerns as follows:

- that there was limited detail on the public bus services proposed to serve the development sites;
- that bus proposals focused entirely on Hertfordshire, with no apparent consideration of sustainable links into Central Bedfordshire. This is despite the sites' proximity to the county boundary and key employment and retail destinations, particularly Biggleswade South;
- that there is no proposed public transport links to East Coast Main Line stations within Central Bedfordshire, despite access via Baldock Station being indirect and requiring interchange for inter-city services;
- that there is a lack of northbound public transport links from the site and nearby Stotfold, underlining the need for a robust bus service to reduce reliance on private car travel;
- that trip generation and forecasting methodology, particularly the significant internalisation assumptions, do not appear to be fully evidenced by the proposed mix of uses;
- that there is the potential for the proposed access strategy to increase traffic on routes north of the site, affecting the Central Bedfordshire highway network; and
- the lack of a wider assessment, including concerns that modelling of the A1(M)/A507 junction did not appear consistent with other work undertaken for that junction.

CBC subsequently requested involvement in scoping any updated transport work to ensure that cross-boundary development, committed growth within Central Bedfordshire, and growth along the A1 corridor arising from the A421/Black Cat DCO project were properly taken into account.

We note that brief additional details have now been submitted in relation to the proposed Baldock loop bus service linking the development to the railway station. However, beyond this, we are unable to identify any further mitigation in response to the other issues raised, or any explanation of how those concerns have been addressed.

Further work is therefore still required in relation to the sustainable transport proposals, and CBC would welcome additional specific mitigation and/or clear commentary showing how its concerns have been addressed.

The updated submission is based on COMET modelling, but no engagement with CBC has taken

place. As such, the level of certainty regarding wider development assumptions and forecast traffic growth remains limited.

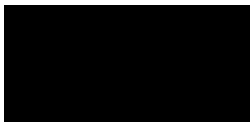
While concerns remain regarding the assumptions applied to external trip generation, CBC would also draw attention to Section 2.7.2 of the Transport Assessment Addendum, which states that flows approaching Junction 10 of the A1(M) would reduce as a result of the development and associated access strategy. However, the TAA does not address the apparent displacement of traffic from North Road onto parallel north-south routes within Central Bedfordshire.

In particular, the difference plots in WSP Technical Note 2 (Figures 31 and 32) show reductions on North Road in both the AM and PM peaks, but corresponding increases on Norton Road and Hitchin Road, both of which affect junctions on the A507. On Norton Road, these amount to increases of 127 trips in the AM peak and 162 in the PM peak. On Hitchin Road, the increases are 49 trips in the AM peak and 72 in the PM peak.

Although the level of increase varies between scenarios, the pattern is consistent and the impacts are sufficient to require full assessment of the affected junctions and, if necessary, mitigation.

CBC therefore maintains its objection to the application as currently submitted, as forecast impacts on sensitive parts of the Central Bedfordshire highway network have not been properly assessed or mitigated. CBC also reiterates its request to be involved in scoping and agreeing any further transport work needed to assess and mitigate the wider impacts of the proposed development.

Yours sincerely,

A black rectangular box used to redact the signature of Anna Bosworth.

**Anna Bosworth**  
**Service Director Development & Economy**